



Federal Aviation Administration Inspector's Report

From: Ezra R. Olson PMI CE07 EZRA ROSS OLSON

Date: 7/1/2025

Re: N1591V left gear collapse

Event ID: 967860 **NTSB ID:** Not available at this time

Overview:

On 28 June 2025 at KICT, N1591V a Cessna 172M s/n 17263685 with one soloing student pilot was performing a touch and go on runway 19L. While in the takeoff stage of flight, the aircraft veered to the east side of the runway, while on the takeoff roll the aircraft continued to veer left and off the runway edge, then on to the grass along the edge of the runway. The aircraft's left main wheel struck airport taxiway sign "M5" at the west most base bracket of the sign. The aircraft then traveled over taxiway M5 into the grass area between the runway 19L and taxiway M. The aircraft then came to a stop in the lower drainage area facing east. The solo pilot safely exited the aircraft.

On Scene Investigation:

At approximately 1000 on 30 June 2025, Inspector Olson and Inspector Morrison of the FAA FSDO CE07 went to Aviation Academy's hangar to view the aircraft. The owner stated that approximately 28 gallons of fuel was removed when the aircraft was defueled.

A review and photo shoot of the aircraft and damage was performed. Major damage to the fuselage appears to be on the lower left firewall, structural area aft of the left gear leg attach point, left horizontal, and left elevator. Landing gear damage includes left main wheel, left tire, left gear leg and attach bolt (sheared) and structural attach point. The nose wheel fork appears skewed off center this is concurrent with the firewall damaged to the lower left of the forward fuselage. Damage is also visible to the left-wing tip, left wing rear corner and outer left aileron.

With assistance from the Wichita Airport Authority, Inspector Olson and Inspector Morrison went to the scene of the accident. There was only light grass disturbance to the point of impact of the left wheel to the M5 taxiway sign. Tire scuffing was depicted across the taxi way in the course direction of approximately 170 and then striking the south edge blue taxiway light. The aircraft continued south and veered to the lower area of the grass safety area of runway 19L, with the aircraft remaining upright, facing due east on the east side of the runway.

On 1 July 2025 at 1030 local. Inspector Olson and Inspector Morrison went to validate the installation of the gear leg attaching hardware. The logbooks for this airframe appear complete with logbooks going back to first flight. Complete review of the logs were completed, with no entries stating the gear legs removed nor repairs done in the area of the left landing gear. After cleaning the area, it appears that the hardware installation was original with factory white witness paint of that era used on the bolt head and gear leg support fitting. The head

of the bolt was pulled from the inboard landing gear support housing. The bolt head has only tool mark indications of tightening, and none of losing.

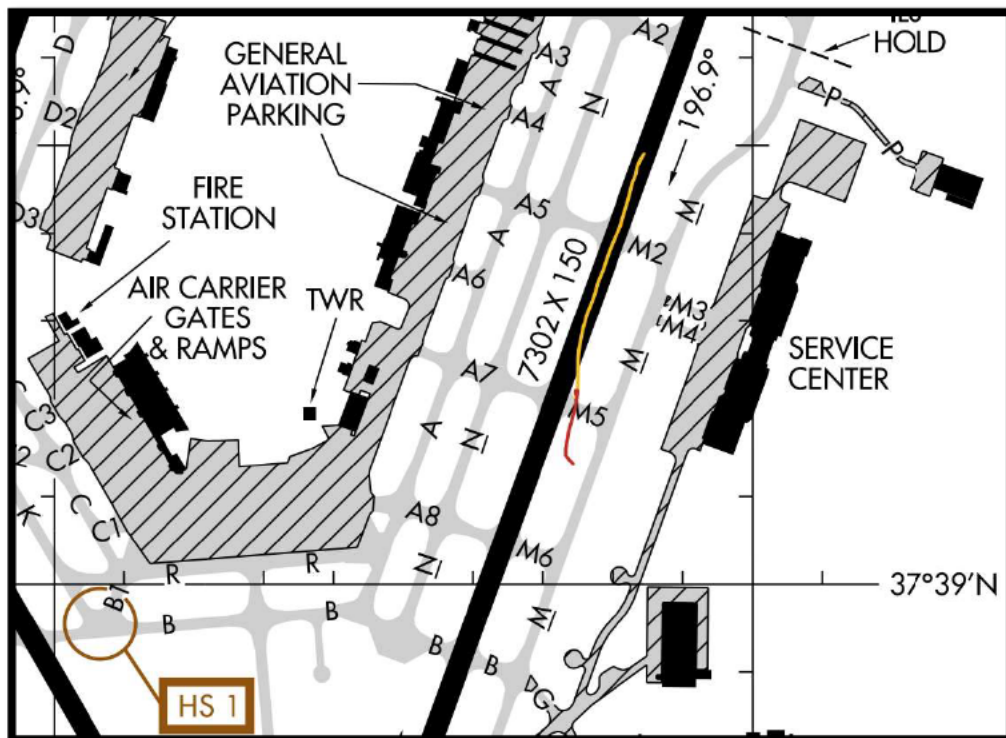
In-Office Investigation:

Textron Aviation Security Center has close circuit video of the accident. On 1 July 2025 at 1030 local. The FAA, NTSB, Wichita Airport Authority and Textron Aviation Security Center viewed the video footage. It appears that the aircraft was in a normal position and drifting left until the left main gear strikes the M5 taxiway sign at which point the left wing begins to tread downward. All this time with the left aileron down as to lift the wing.

The 1975-year model (based on serial number) had approximately 5570.7 hours. Review of the photos and compares to Textron Aviation new parts and Cessna engineering drawings indicate that the original factory hardware was installed on this aircraft.

Attachments:

See photos and captions next.



WICHITA DWIGHT D EISENHOWER NATIONAL AIRPORT (ICT)
Travel of aircraft before impact of taxiway sign and after to resting point



N1591V aircraft facing east, south of taxiway M5 with ICT control tower for reference.



Photo view to south southeast. Damage to sign M5 pavement to the right is the edge pavement of runway 19L. Rescue trucks are parked facing west on taxiway M.



Red arrow parallels the left tire mark in the grass.

The green arrow parallels the right main tire mark.

Both photos facing south.



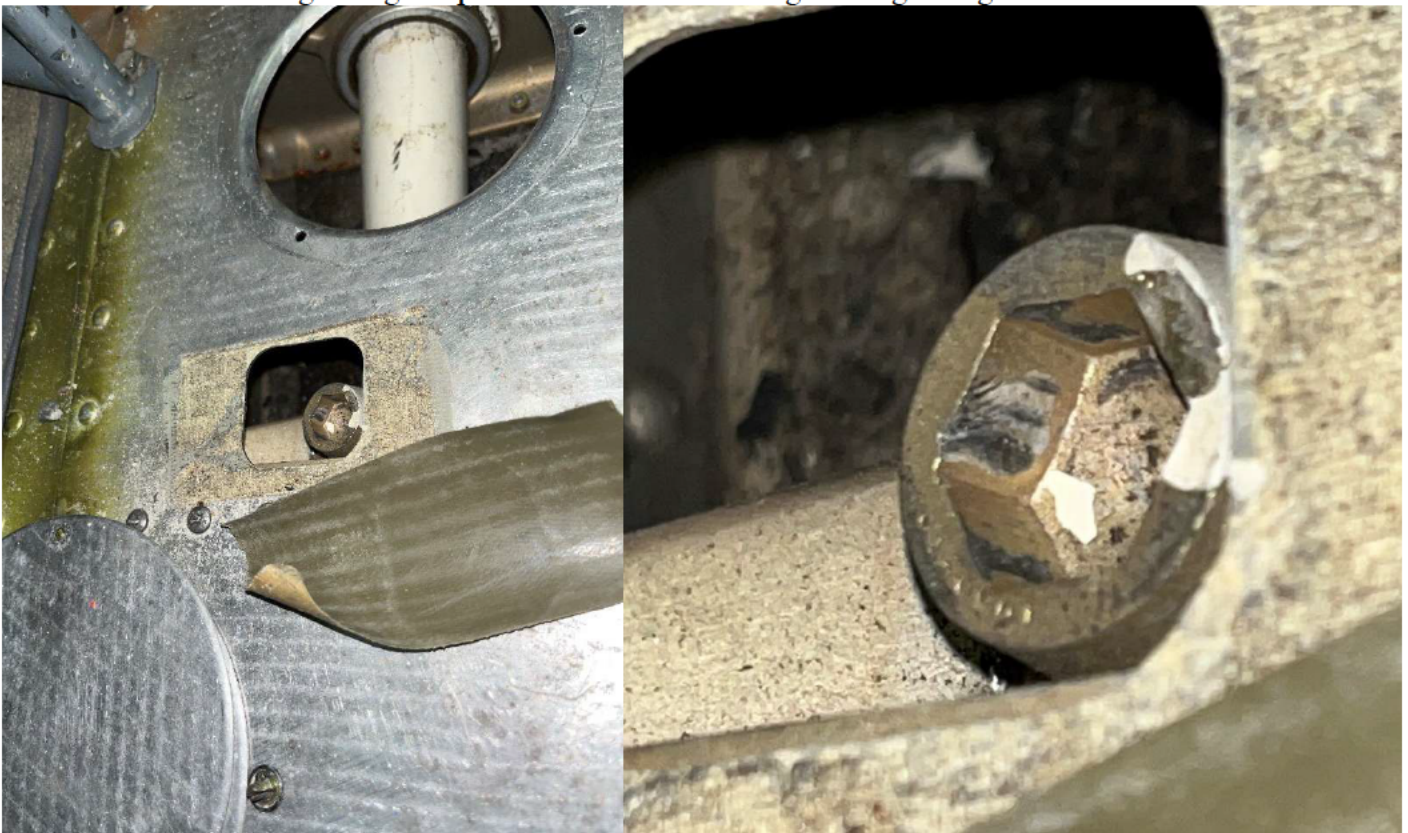
The green arrow parallels the right main tire mark. The red circle is a ground scar from the left main gear leg fairing. Blue taxiway light replaced due to impact with belly of aircraft.



Images at the final location facing east.



Left gear leg swept back due to the shearing of the gear leg attachment bolt.



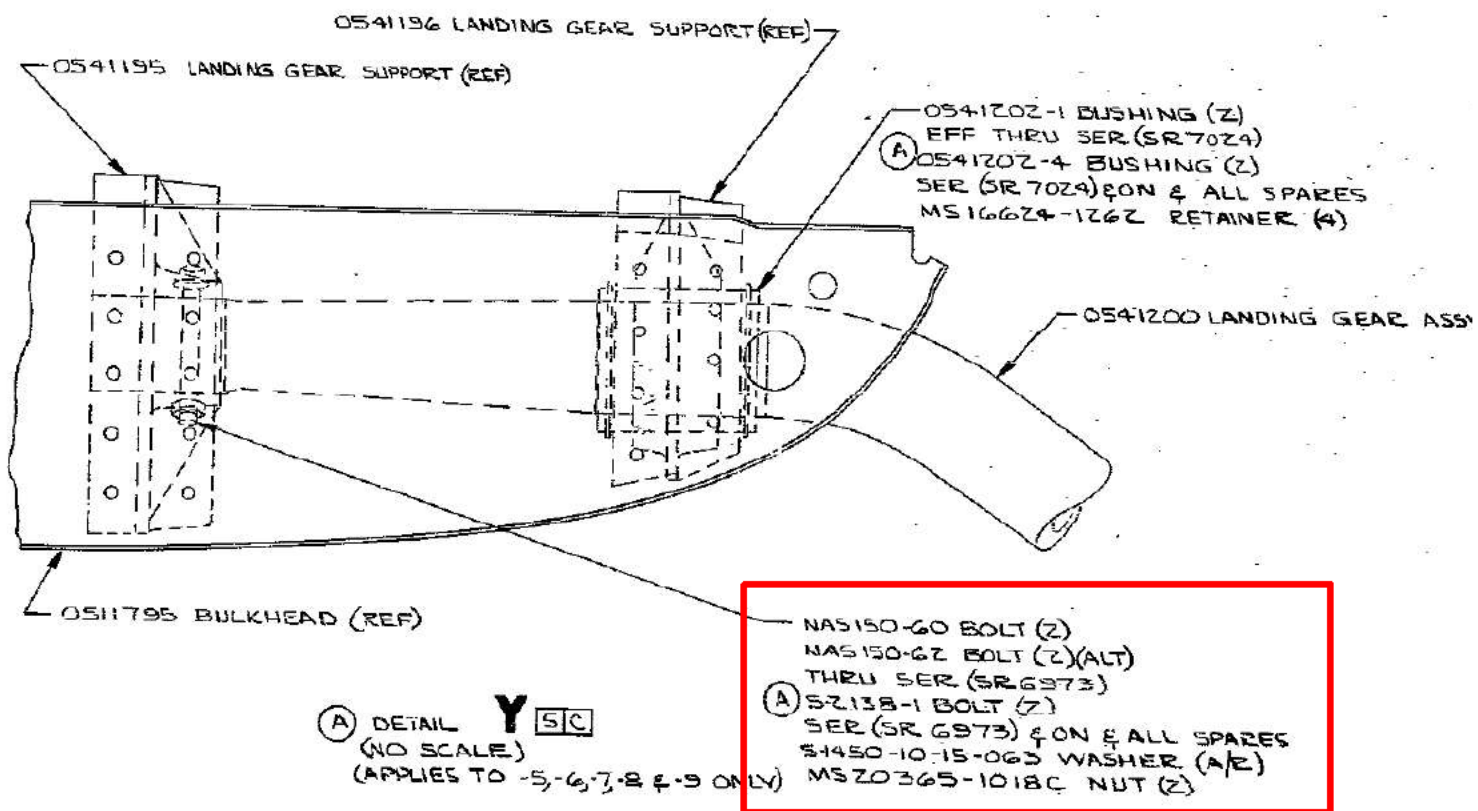
Photos of left gear leg attaching bolt. Note tool marks on inside of bolt indicate it was never removed, time in service 5570 hours.



Left gear leg bolt as found.



Nut end of the sheared left gear attach bolt.



As removed bolt head. Note original Cessna factory witness paint. Metal shows signs of shear stress.

END OF REPORT